FORWARDING & COMMISSION.

T. W. ALEXANDER & CO.,

1854.

FORWARDING AND COMMISSION MERCH'TS.

1854.

HOUGHTELING & SHEPARD,

FORWARDING AND COMMISSION MERCHANTS,

SOUTH WATER ST. .... CHICAGO

WESTERN LAKE BOAT LINE.

NEW YORK AND MISSISSIPPI LINE.

1854.

THOMAS HALE,

STORAGE, FORWARDING, AND COMMISSION MERCHANT.

WAREHOUSE, NORTH WATER ST.

CLINTON LINE.

ECKFORD AND OHIO TRANSPORTATION COMPANY.

PENNSYLVANIA RAILROAD.

CLEVELAND & PITTSBURG RAILROAD.

1854.

GEO. M. CHAPMAN,

FORWARDING AND COMMISSION MERCHANT.

OSWEGO, NEW YORK.

1854.

RUMSEY, BRO. & CO.,

FORWARDING MERCH'TS.

NEW YORK & WESTERN LINE.

WESTERN LAKE BOAT LINE.

1854. 1854.

ERIE CANAL TRANSPORTATION.

1854.

WILLIAM I. CARROLL,

FORWARDING AND COMMISSION MERCHANT.

1854.

NEW YORK AND CHICAGO TRANSPORTATION.

TROY AND WESTERN LINE.

No Transhipment at Troy or Albany.

FULTON LAKE BOAT LINE.

1854.

THROUGH WITHOUT TRANSHIPMENT AT ALBANY OR TROY.

Cargoes Insured between N. Y. and Buffalo.

1854.

STORAGE & FORWARDING.

TAYLOR & KIRKWOOD,

COMMISSION AND FORWARDING MERCHANTS.

STEAM AND CANAL BOAT AGENTS.

62 WHARF BOAT.

PEORIA, ILLINOIS.

1854. 1854.

JOHN RADCLIFFE,

PRODUCE AND COMMISSION MERCHANT.

OFFICE ON KINZIE ST.

1854.

ILLINOIS

And Mississippi Line.

1854 1854

AVERY & UPHAM,

WHOLESALE GROCERS AND COMMISSION MERCHANTS,

SOUTH WATER STREET

CHICAGO, ILL.

Every thing usually kept by Jobbing Grocers.

FORWARDING & COMMISSION

C. M'DONNELL,

1854.

1854.

A. T. SPENCER & CO.

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LAKE SUPERIOR TRADE.

UNION TRANSPORTATION CO.

N. YORK, TROY, AND MICHIGAN LINE.

REED'S CHICAGO & LAKE SUPERIOR

1854.

R. M. MITCHELL & CO.,

Forwarding and Commission Merchants.

CLEVELAND AND TOLEDO RAILROAD

TRANSPORTATION & PASSENGER LINE.

1854. 1854

C. WALKER & SONS.

PRODUCE, FORK, SALT, LUMBER, &c.

NEW YORK AND CINCINNATI LINE.

BOSTON AND CINCINNATI LINE.

WILLIAM SMITH & CO.,

1854.

W. T. RICHMOND & CO.,

1854.

H. F. SCOSKY,

FORWARDING AND COMMISSION MERCHANT.

1854.

FERRY & SONS,

FORWARDING AND COMMISSION MERCHANTS,

NEW YORK AND MISSISSIPPI LINE.

1854. 1854.

NO TRANSHIPMENT.

JAMES H. FISHER,

SEXTON AND UNDERTAKER,

NO. 136 CLARK ST., COR. MADISON,

PHYSICIANS, ATTENTION.

CHICAGO LAUNDRY.

ELEGANT AND RICH GOODS FOR THE HOLIDAYS.

MORSE & VOORHEIS,

GIFTS FOR THE HOLIDAYS.

MORSE & VOORHEIS,

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A RARE CHANCE.

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VOL. IX. CHICAGO, TUESDAY MORNING, JANUARY 16, 1855. NO. 13.

THE CHICAGO DAILY TRIBUNE

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READING & HOPKINS,

ATTORNEYS & COUNSELLORS AT LAW.

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CHRISTOPHER METS,

TIN, COPPER, AND SHEET IRON.

1854.

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FORWARDING AND COMMISSION MERCHANTS,

C. WOOLLETT,

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1854 FALL TRADE. 1854

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IMPORTERS,

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MANUFACTURERS AND WHOLESALE DEALERS IN

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ABBOTT & KINGMAN,

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Wellstood, Hanks, Hay & Whiting,

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SAIL LOFT.

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SAMUEL SPRAUNCE,

COMMISSION & FORWARDING MERCH'T,

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OCCULIST,

NO CURE, NO PAY.

OYSTERS! OYSTERS!

DENTAL SURGERY.

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SWIVEL CHAINS.

HOW TO SAVE A DOLLAR.

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Notice to Settlers, Speculators and Capitalists.

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REAL ESTATE AGENTS,

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CAUTION.

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Indiana, Illinois, Ohio, Georgia and Wisconsin Bank Bills taken at Par!

PRICES REDUCED!!

PERFECT.

EVERY STYLE AND QUALITY.

Sewed and Pegged Boots, Rubbers, &c.

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HOME INSURANCE COMPANY, N. Y.

CHICAGO MUTUAL INSURANCE CO.

Western Massachusetts Insurance Company.

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NATIONAL PROTECTION INSURANCE CO.

CHARTER OAK LIFE INSURANCE CO.

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TO CARPENTERS AND BRICK MASONS.

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AND EVERY DESCRIPTION OF

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TWELVE GOLD MEDALS

Cloths, Cassimeres,

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FIELD, BENEDICT & CO.,

WOOLLEN GOODS

FOR THE FALL TRADE.

FIELD, BENEDICT & CO.,

171 SOUTH WATER STREET 171

CHICAGO, ILLINOIS.

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OF

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SOLE AGENT FOR

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RANDOLPH STREET

DR. ATKINSON

PRIVATE DISEASES—DR. ATKINSON

C. KENDALL'S

CRACKER MANUFACTORY,

FOR SALE.

PORTABLE STEAM ENGINES,

FOR SALE.

STEAM INDICATORS AND STEAM WATER

FOR SALE.

FOR SALE.

FOR SALE.

HARD WOOD, LUMBER,

SUNDRIES.

Celebrated Rotary Planing Machine.

LESSONS IN PAINTING AND DRAWING.

CHICAGO

INDIA RUBBER WAREHOUSE.

BELLOWS & IDESON,

Steam Packing, Belting, Hose, Clothing,

DRUGGISTS' ARTICLES.

FAIRBANKS' PATENT SCALES.

WATER WORKS.

GREAT WESTERN LAND & GENERAL AGENCY,

AND INTELLIGENCE OFFICE.

CHICAGO

STEAM & GAS PIPE

WORKS.

WALWORTH & CO.,

Steam Apparatus of Every Description,

IRON STEAM PIPE.

DUFF'S ALARM WATER GUAGES.

GAS PIPE AND FITTINGS.

ASHCROFT'S STEAM GAUGES,

PIANO TUNING.

SEND IN YOUR ORDERS.

MR. E. T. HURLBUT.

A thoroughly competent Tuner and Regulator of Pianos.

GEO. T. ABBEY,

GUNS, RIFLES, PISTOLS, ETC.

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TOKENS OF AFFECTION.

ONLY OPPOSITION STORE.

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EVENING SCHOOL.

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IN MODERN LANGUAGES.

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MATHEMATICAL AND CLASSICAL SCHOOL.

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PIANO FORTES,

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LONDON BUTTERSCOTCH.

THE ILLUSTRATED

BIOGRAPHY;

GET THE BEST

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At the Chicago Map Store,

WHOLESALE AND RETAIL.

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LAKE STREET

GREAT BARGAINS

NEW GOODS.

W. H. WOOD & CO.,

MORE NEW GOODS,

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JUST RECEIVED DIRECT BY

Daniels & Brother.

A SUPERIOR ASSORTMENT OF GENUINE HAVANA

REGALIAS.

LONDRES.

LONDON REGALIAS.

OPERAS.

THE AMERICAN'S FRIEND.

HOLLOWAY'S PILLS.

NO MERCURY.

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PORTRAIT AND LANDSCAPE PAINTER,

Room No. 31 Metropolitan Block Hall.

COUNTRY MERCHANTS.

TEAS! TEAS! TEAS! TEAS!

NEW YORK TEA STORE

ICE RANDOLPH ST.

H. J. WRIGHT & CO.

TEAS, COFFEES, SPICES.

MORE STONEWARE.

SKATES, SKATES, SKATES.

CUTLERY

Insurance Office of W. B. Lounsbury,

PINE APPLES.

VOCAL AND INSTRUMENTAL MUSIC.

T. CROUCH

NORTH SHORE FREIGHT LINE.

NEW CLOTHING STORE

RANDOLPH ST.

IMPORTANT IMPROVEMENT

PATENTED

NEW DISCOVERY FOR THE EYES.

E. H. KING,

LIFE AND FIRE INSURANCE AGENT,

DEARBORN ST.

LORILLARD FIRE INSURANCE COMPANY

NEW AMSTERDAM FIRE INSURANCE CO.

ROGER WILLIAMS INSURANCE CO.

CONNECTICUT MUTUAL LIFE INS. CO.

FURS! FURS! FURS!

HOLIDAY GIFTS

AT

GREATLY

REDUCED PRICES.

Calvert & Barstow,

134 LAKE STREET. 134

FUR GOODS,

FROM 25 TO 30 PER CENT.

HOLIDAY GIFT,

Largest and Most Splendid Assortment

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MORSE & VOORHEIS,

LAKE ST.

HOLIDAY GIFTS.

PIANO TUNING.

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LAKE STREET.

GREAT FIRE AT BUFFALO!

THE WORLD, A WORKSHOP.

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READY-MADE

CLOTHING

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GRANGER IRON WORKS.

STEAM ENGINES,

BUILDING CASTINGS.

All other kinds of Castings and Machinery.

THE PEOPLE'S NEW HARDWARE STORE

HARDWARE

C. & J. L. RUNYON & CO.,

FOREIGN AND AMERICAN HARDWARE

FOR RENT.

LAWYERS' DESK, FOR SALE.

HAY KNIVES.

HOLLIDAY GIFTS.

SUPERB

FRENCH NEEDLE WORK,

Embroideries of Every Description.

REAL HAND-MADE LACES.

PAGE & BIDELL,

CHILDREN'S CLOTHING

Holiday Presents.

MICROSCOPE.

THE HOLIDAYS.

BURTON

HOUSE-KEEPING ARTICLES.

LOOKING GLASSES,

COAL AND WOOD YARD.

JAMES H. WATSON,

DAILY TRIBUNE.

CITY OF CHICAGO.

TUESDAY MORNING, JANUARY 16, 1855.

[illegible]

ANNUAL STATEMENT OF THE TRADE & COMMERCE OF CHICAGO, FOR 1854.

[illegible]

STATEMENT OF THE NAMES AND TONNAGE

of each Vessel Enrolled in the District of Chicago.

STEAMBOATS.

Superior, Niagara, [illegible], Seneca, Franklin Moore.

PROPELLERS.

[illegible]

BARKS.

[illegible]

BRIGS.

[illegible]

SCHOONERS.

[illegible]

SCOWS.

Rocky Mountains, Mount Vernon, H. Y. Axtill.

SLOOP.

Ranger.

RECAPITULATION.

Steamboats, Propellers, Barks, Brigs, Schooners, Scows, Sloops.

Total vessels. Total tonnage, 48,168.

In addition to the above, there are about [illegible] tons not yet enrolled. The above list does not include the vessels that have been lost during the past season.

OATS.

We notice the amount of oats received, and the sources whence it came, for the past two years, as follows:

[illegible]

The market price at the first of each month during the last two years, was as follows:

[illegible]

BARLEY.

Previous to the year 1850, very little barley was produced in the Western portion of the State. Our brewers were, in fact, compelled to import their supplies. Since 1850, however, the cultivation of barley has been very much extended, and shipments from this point are now daily made to Michigan and other points by railroad, to the east by Lake, and to the south by Canal.

The market price for barley at the commencement of each month during the past two years has been as follows:

[illegible]

RYE.

Very little has been done in the way of exporting Rye, until a year or two ago. The crop was scarcely known in the Northern portion of this State, as an agricultural staple. Our climate and soil are admirably adapted to Rye, and the yield is almost invariably abundant. [illegible]

SEED.

The demand for timothy seed during the past three years for shipment to the East has been quite large. The New York and New England farmers find the seed grown on our prairies to be much better and cleaner than that grown on their own meadows, and also much more prolific. In consequence of this demand, our farmers have been careful to collect and preserve it, and thus the receipts have gradually increased. We have no means of ascertaining the specific quantities of the different kinds and descriptions of seeds received here, as they are all classed under one head on the books of the Canal and Railroad offices. It is safe to say however that nearly three-fourths of the seed received, is timothy seed.

The total receipts by the Galena Railroad and Canal for the past three years have been as follows:

	1852.	1853.	1854.
Canal, (lbs)	519,077	976,363	424,924
Railroad "	917,162	962,174	1,594,025
Total,	1,436,119	1,938,537	2,018,929

BEEF PACKING IN CHICAGO.

The reputation of Chicago as a Beef Mart is already fully established. That this is the focus of the best cattle growing region in the Union, there can be no doubt. Chicago Beef has long been made the standard in the British Navy, and it ranks highest in the New York market, to which beef cattle are daily driven from nearly every State in the Union. Since the completion of the Railroads from this city East, immense numbers of cattle from this State have been shipped alive from this market to New York, buyers paying as high for them here as in Ohio and other States east of us. This was owing to the great demand for Beef, and its high price in the Eastern cities. Numbers of cattle have also been shipped by Lake from here to the Sault, and the Lumber and Mining regions of the North.— These circumstances, together with the stringent money market during the packing season, have prevented so large an amount of Beef-packing as it would otherwise have taken place. The following is a correct statement of the business of the season, as furnished by the packers named:

[illegible]

This was the amount packed by our principal houses up to the middle of December last. The amount packed up to the present date by all the houses, would of course be materially larger, but we have been unable to procure the exact figures. [illegible]

Most of the Beef packed in this city is for the English market, where it is much preferred to any other that can be produced. The cause of the superiority of Chicago beef to the Eastern and English beef, is, principally, that our cattle are entirely fed upon corn and prairie grass, are kept perfectly healthy by the pure winds, are never worked like those of the East, nor suffered to get old and tough. They grow up quick and tender, like the vegetation on which they feed, and are delicate and juicy. Great attention also is paid to packing this beef. No better or more convenient or extensive packing establishments are to be found than those which have sprung up in our suburbs on the Chicago river. [illegible]

FLOUR.

During the year 1853, prices of flour in Chicago ranged higher than during any year since 1836. [illegible]

WHEAT.

The wheat receipts from lake, canal, and the Galena railroad, during the last two years, were as follows:

[illegible]

We give below a comparative statement of the price of spring and winter wheat in this market, on the first of each month, for the last two years:

[illegible]

CORN.

The average scale of prices for this staple was higher during 1853 than it had ever been since corn became an article of export from this city. We subjoin the following statement of the rates paid in this market on the first of each month during the last two years.

[illegible]

The amount of corn received by Canal and Galena Railroad in 1853 and 1854 was as follows:

HOGS CUT AND PACKED IN CHICAGO.

The hog packing season usually closes here in March. At that time we shall obtain from the books of the packers a statement of the pork business for the present season. There have been large quantities of dressed hogs shipped eastward this winter, and packing here has been more backward than usual. [illegible] brought forward their Hogs very readily, on account of the comparatively low prices paid this season. There have been more Hogs killed than usual, however, in this latitude, and the close of the season will show a goodly footing up of Pork in store in this city. There is already a good quantity held in store by our warehousemen of both city and country brands; and a large amount of Pork was packed and sent forward in the fall.— The large average weight of the hogs offered in this market the present season, is worthy of notice. Several lots have come in that would average 400 lbs. each. The number of hogs packed up to the present time this season in Chicago is, as far as we can obtain it from the principal packers, is about 40,000 head. Some packers tell us they will yet pack as many more as they have, so that the footing up in March will not fall short of 100,000 hogs. The present price paid for heavy pork may be quoted at $5 00a$5 75 nett weight per 100 lbs.

LARD.

The receipts of Lard by canal were 67,793 lbs. in 1852; 686,667 lbs. in 1853, and 2,877,120 lbs. in 1854. Other sources also contributed large receipts; but we have not been able to obtain the specific quantity, as on the Railroads, Lard comes under the head of provisions. The shipments reached 4,639 bbls and kegs in 1852; 5,254 bbls in 1853, and 10,158 bbls. in 1854.— The range of prices during the past season has been 9a11 1-2 for the earlier part of the season, closing at 10 1/2c.

BUTTER.

The receipts in 1853 from Canal and Railroad were 754,269 lbs against [illegible] in 1852. During the past season the Galena Railroad and canal alone brought forward 1,379,032 lbs., to say nothing of receipts from other sources.— The shipments by lake [illegible] reached about 1,120,935 lbs.

PRODUCE IN STORE IN CHICAGO.

It is our usual custom to lay before our readers a statement of the amount of produce held by the warehousemen and others in this city on the 1st of March, at which time they are usually pretty fully prepared for the opening of navigation which takes place immediately after that date. But as many grain buyers are interested in knowing the amount in store here at the present time, we have procured and publish it below, although of course the amount is small, as warehousemen have but commenced storing within a few days, some of them not yet; and the demand for grain and flour in the east having been large, great quantities of these articles have been constantly going thither by the railroad.

Flour, bbls.	[illegible]
Wheat, bush.	156,630
Corn	47,620
Oats	28,880
Rye	3,150

Large quantities of Flour are constantly arriving; indeed, the whole of the surplus Flour is immediately shipped by railroad to the eastern market; and we learn that about 35,000 barrels are now in the depot at Detroit, mostly bought from here and waiting the facilities of the Canada road to forward it further. A great amount of grain has been purchased by our city buyers to be delivered between this and the opening of navigation, so that in all probability the warehouses will be crowded to their utmost extent by March or April and there will be in store here from 800,000 to 1,000,000 bushels of Wheat with which to load lake vessels, and corn and oats in proportion.

In March we shall give the amount in store here, as well as at points below on the Lake, and upon the railroads and canals in the interior, so far as we may be enabled to procure authentic information on that subject. We trust our friends and correspondents at Ottowa, Batavia, Belvidere, Joliet, Marengo, Aurora, Morris, St. Charles, Rockford, Lockport, Geneva, Dundee, Peru, La Salle, and the various other grain points will bear in mind to furnish us with the amount in store at that time.

THE LUMBER TRADE OF CHICAGO,

Affords another great evidence of the increase and prosperity of the city. Chicago is not excelled by any city in the Union as a lumber market. Bangor, Maine, a few years ago excelled us in the quantity of lumber received; but our increase having been in a much more rapid ratio than that of this great New England lumber market, we have no doubt but that we are far ahead of that place in the quantity of our imports. But for the statistics of our lumber trade we refer our readers to the article under its proper heading.

WOOL.

The climate and soil of Northern Illinois, Wisconsin and Iowa are well adapted to sheep breeding, and we are gratified to see the great increase in this branch of agriculture, and also that much greater pains are being taken in the breeding of sheep, which is telling not only upon the quality of the wool, but of the mutton also.

The following table shows the number of lbs. shipped by Lake and Railroad for several years:

[illegible]

The prices during several years ranged as follows:

	1851.	1852.	1853.	1854.
June,	25a40	[illegible]	[illegible]	[illegible]
July,	25a40	[illegible]	[illegible]	[illegible]
August,	28a35	[illegible]	[illegible]	[illegible]

MILK.

This is getting to be an extensive and profitable business. It would be extremely profitable if nothing but "pure country milk" were sold—how much water is sold with it we cannot tell. [illegible] we pay daily at our doors amounts to $6,561 12. [illegible] If, as we believe, the cows are allowed to stand much in the Lake, till they get full of water, and then are milked in the rain, one-eighth of this, or [illegible], is the amount we annually pay for the water put into the milk.

Pure milk at one and three-fourth cents per quart, it has been computed, yields the farmer as good a profit as butter made from the milk and sold at twenty-five cents per pound. [illegible] If he lives upon a railroad line, he can send milk seventy-five or one hundred miles to the city, and the railroads can afford to bring it for probably less than one per cent. It has been computed that, at one cent per quart for pure milk, good lands situated near a railroad, within one hundred miles of the city of New York, are worth $100 per acre for the purpose of furnishing milk to the city.— When we consider the number of railroads centering our city, and the immense grazing country by which we are surrounded, let us pray that our farmers may consider this matter and send us pure milk in abundance. If they will not, and if our dairymen do not furnish us pure milk, as they propose to do, let us have milk inspectors, as we have whisky inspectors, and compel them to do so.

FISH.

The quantity of fish inspected and sold in this market is much larger than is generally supposed. The fish business has become to be one of no little importance, and the footings up of the inspector's books for the past season make a fair exhibit. The following is the quantity and description of the Fish Inspected:

White fish,	2,020	271	[illegible]	[illegible]	153
Trout,	473	[illegible]	[illegible]	17	109
Herring,	[illegible]	[illegible]	[illegible]	24	102
Pike,	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Bay fish,	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Suckers,	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	2,828	1,480	234	14	3.4

Total number of barrels, 3,264

CHICAGO CITY MILLS.

There have been five extensive steam flour mills in operation in this city, the Hydraulic Mills having changed hands and are being fitted up during the fall. The Medina Mills of Messrs. Gage & Haines have manufactured 30,000 barrels of flour the past year, mostly for city use. [illegible] rels, a large portion of which has been shipped east. The whole amount 353,000 barrels would not nearly supply our city use alone. The steam flour mill of Messrs. Rickard, Beirick & Co., which was burned, will be replaced shortly, and the new mill will be in operation early in the spring.

STATEMENT OF THE LUMBER COMMERCE OF CHICAGO, FOR THE YEAR 1854.

The Tribune recently published a statement of the lumber, lath, shingles, &c., received by Lake by 21 of the 75 lumber yards in Chicago. That statement showed that those two-thirds of the yards had received 217,877,[illegible] feet of lumber alone. Since then, we have been able to procure statements but from four additional firms, which swells the amount of lumber some 10,000,000 feet, and some 9,000,000 more shingles, &c. We have, therefore, been driven to resort to the Custom House books, and other official sources, to ascertain the amount which we give below, as well as in the tables of the general commerce of the city. The footing up will certainly convince every one that our city is second to none in the Union as a lumber distributor. It is said by some one, that the mechanics have built up Cincinnati, traders St. Louis, and that travel and the lumber business have brought Chicago to its present greatness.— It is certainly true, that however much the business of beef packing and grain exporting, in which Chicago takes precedence of other cities, tend to build her up; and whatever the merchant, mechanic, trader and press may have added thereto, the importance of the immense lumber trade, centering at this point, cannot easily be over estimated or calculated. Last year there were in this city fifty-four yards; at the present time there are seventy-five. The quantity of lumber, lath, shingles, cedar posts &c., imported to our city, this season, sold and distributed over the city and the country tributary to it, together with the quantity now in these yards, piled up on the docks of the South Branch to Bridgeport, and far up the North Branch, is truly unparalleled.

Below will be found the total receipts at the seventy-five yards of the various articles designated:

Receipts of Lumber, &c. at Chicago, for 1854.

Lumber, pine, feet,	252,330,800
" Oak,	178,324
Black walnut,	42,277
Lath, pine, pieces,	[illegible]
Shingles, pine, number,	[illegible]
Cedar posts,	150,066
Staves & heading,	1,397,095
Timber, square feet,	[illegible]
Spars, number,	325,000

The receipts of lumber, shingles and lath, for several years, have been as follows:

[illegible]

The above figures will be found as nearly correct as possible, though the aggregate receipts for 1854, we have every reason to believe, are placed in lower figures in the table than the actual receipts, as they exist in fact.

Nature has placed Chicago within striking distance of one of the most inexhaustible pine regions in the world; and New England and other parts of both the Old and New World have given the large numbers of shrewd, sharp, enterprising and intelligent lumber dealers, who, as is seen by the above figures, [illegible] are operating upon it with the greatest activity. In a trip down Lake Michigan to Mackinac and away up to the Falls of St. Mary, some five hundred miles from Chicago, we had an opportunity of witnessing some of the region from which this lumber is supplied. There is in that distance, counting both shores of Lake Michigan, the shores of Green and Traverse Bays, of the Straits and St. Mary's River, &c., several thousand miles of a heavy timbered [illegible] in which are the great lumber shipping points of Muskegon, with its fourteen or fifteen saw mills; Grand Haven, from whence comes the lumber of Grand River and its tributaries, with twenty or more mills; Manistee, with seven or eight mills, on Manistee Lake and River; five mills on the shores of Traverse Bay; Kalamazoo and St. Joseph's, opposite to us; Sheboygan, Two Rivers and Manitowoc, far up on the west side, and the various river mouths, bays and adjoining lakes of Green Bay. Besides these, a large portion of our lumber comes from away round in Saginaw Bay, on Lake Huron— for this is so great a lumber market, that it comes here instead of being taken the shorter distance East, to Detroit or elsewhere.

The market for Chicago lumber is very extensive, embracing the immense prairie country lying two to three hundred miles south of us, southeast into the hard wood region of Indiana, and southwest even to St. Louis. One Chicago dealer buys alone about 8,000,000 feet of lumber this year for the St. Louis market, though most of the country below Alton depends for its supplies upon the upper Mississippi, from the Wisconsin and St. Croix rivers, &c. Immense quantities of our lumber is now required and taken down the different branches of the Illinois Central Railroad, as well as upon the other railroads centering here. The country upon the Galena Railroad and its tributaries, is the largest consumer of our surplus lumber—about one-fifth of the whole amount received in 1854, having been shipped by that road.

Many of our lumbermen are not merely buyers and sellers, but they produce the lumber from the stump, make roads through the woods, get the logs to the mills, saw it, and bring it to Chicago by sail. Many of them now, during this cold winter season, have hundreds of men employed, whose vocation is the active and laborious one of getting pine logs out of the interminable forests up towards the sources of the rivers back of the points we have spoken of, and getting them the best way they can to the mills upon the coast. From this time till April they are in the woods, with no chance to get out of them until the Spring freshets unlock the chains of winter. They are the pioneers of the country, clear it of its surplus timber, make roads for farmers, mechanics, &c., who shortly follow them. The procuring of the material, and the manufacturing of 252,330,800 feet of lumber, alone requires, according to estimates made, some 3000 men. These men are supplied with their pork, beef, beans—immense quantities of which their hearty appetites make them consume—and their hay, groceries, staple goods, and everything else, by Chicago merchants. The fleet of vessels, after unloading their lumber cargoes here, take back these articles of provisions at little cost; and our merchants can supply them with staple goods at a cheaper rate than they could be purchased in Eastern cities, adding thereto the freight and cost of going East for them. The [illegible] credit, too, is given by them to all dealers who are responsible.

The shipping employed in bringing this lumber to our docks, is, of course, immense, being upwards of two hundred vessels in this trade alone, of the value of nearly $1,000,000. Our prediction, made last year, that it was possible the importations for this year, of lumber alone, would reach 200,000,000 feet, and that the total value of the lumber, shingles, lath, posts, timber, staves and [illegible] that will be received here in the year 1857, will exceed $10,000,000, is likely to become true, the first part of it being already verified.

After all this lumber gets to our docks, there is a new set of employees come into requisition. Office men, yard hands for handling the lumber, &c. Here rents are paid for yards, docks, &c.; insurance money is paid, &c. This trade, too, interests the city's welfare, by the additional amount of business which it gives to the canal and railroads centering here, and by the inducements which it presents to capitalists to invest their money in other matters, where such a business is carried on. Here are the extensive planing and [illegible] mills, lath and bucket manufactories, ship yards, bridge builders, car manufactories, chair and cabinet establishments, and the thousands of industrious carpenters and other mechanical artisans, transferring these millions of feet of lumber all over the city and neighboring country, into tasteful residences, beautiful furniture, comfortable school houses, commodious church edifices, extensive barns and substantial fences," to say nothing of its use in McCormack's Reapers and other like implements, besides street and side-walk planking, and even down lower, to the manufacture of lucifer matches and logs for doll babies!

The number of men employed upon the lumber vessels we have not spoken of. We shall first satisfy the reader of the number of vessels required in this trade, if the list of vessels in port, given in another column, and the number of arrivals and departures of vessels during the season, does not satisfy him.

A fair average of the amount of lumber brought to this port by each vessel engaged in the lumber trade, throughout the season, is 1,500,000 feet. This gives one hundred and sixty-eight vessels as the total number engaged in carrying the 252,330,800 feet of lumber, alone, independent of the lath, shingles, railroad ties, etc. The average number of men employed upon vessels engaged in this trade, is seven. The total number of men employed, then, is 1,176. The additional number of vessels and men required for the [illegible] shingles, lath, etc., would be very considerable. The whole tonnage required in our lumber trade may then be arrived at. Seventy-five thousand feet of pine lumber is reckoned equal to one hundred tons. [illegible]

Another firm, and we shall close, an extensive manufacturer, last year made an estimate from the facts exhibited in his own books, that for each 1,000,000 feet of lumber cut, he has to buy in this market, for the support of the laborers, pork, beef, flour, corn, oats, merchandise and groceries to the amount of $2,490 in the aggregate. This would require for the 252,550,800 feet of lumber received, $628,851 worth of these articles.

COAL.

The supply of coal for fuel and manufactures will shortly be abundant, though it has not been hitherto, and the price has generally been very high, but particularly so when [illegible] the depth of winter. A half dozen of the extensive railroads centering at Chicago, run into the great Indiana and Illinois Coal Fields; but all our anthracite and most of the other coal used here comes by the cheaper method of transportation by Lake. The Illinois and Michigan Canal, which also enters the Illinois Coal Fields, brings a good quantity of Coal; but not nearly so much as is taken away by the Galena Railroad, which has to supply a country off from the Coal region. The amount of coal consumed annually in Chicago, and the quantity received from various sources, we have been unable to ascertain. There are about a dozen coal yards in the city, and the quantity now on hand in these yards, is about 40,000 tons, embracing the Morris, Sheffield, and other Illinois coals; the Chippewa, Diamond, New Castle, Cleveland, Erie, Mountjoy, Briar Hill, Brookfield, Mount Nebo, and other bituminous coals from Ohio, Pennsylvania and New York, besides several varieties of anthracite, as Lehigh, Lackawanna, &c. the bituminous being now worth from $7 to $10 50 per ton, and the anthracite from $10 to $12 at the yards. The Chicago branch of the Illinois Central Railroad enters the edge of the coal field at Urbana, in Champaign county, the Illinois Central at Lasalle, the Rock Island at Morris, in Grundy county—the Chicago and Mississippi and the Chicago and Aurora also enter the fields at different distances. [illegible] Illinois mines have not been much worked, and there has been a sufficient freight of [illegible] ble kinds to keep these roads busy. The state of things will not always be. [illegible] ble quantities [illegible] transportation. [illegible] in Chicago. Freightage on coal by our railroads is not high; labor is not high, and laborers are plenty. Feed for horses, mules and cattle employed in mining operations, has fallen [illegible] but still, a heavy item of expense to the Chicago coal producer, are very high. It is very much to be wished that some happy concurrence of circumstances would speedily happen to reduce the price of fuel, but we can see no prospect of such an event, at least within the next few months. [illegible] in Chicago, and [illegible] give a good profit to coal dealers, we have not a doubt.

GAS CONSUMED IN THE CITY.

Another indication of the increase of the city may be found in the quantity of gas consumed. The following tabular statement exhibits the amount of gas made, the amount consumed by street lamps, the total consumption in cubic feet in the city, the number of consumers, the number of burners, the number of street lamps, and the total amount of pipe laid during the years 1850, 1851, 1852, 1853 and 1854. The steady and rapid increase in the amount made and consumed and the number of consumers, is a highly gratifying fact, and is significant as much of the prosperous condition of the business of the city, and the progress of wealth and population in the city.

Year ending Dec. 31.	Annual gas made cub. feet.	Consumption St. lamps cub. feet.	Total consumed cubic feet.
1850	[illegible]	[illegible]	[illegible]
1851	5,326,946	117,213	[illegible]
1852	8,311,100	297,220	[illegible]
1853	14,412,300	1,836,134	[illegible]
1854	24,667,300	2,780,373	[illegible]

	Number consumers.	Number burners.	Number St. lamps.
1850	[illegible]	1437	112
1851	[illegible]	2035	[illegible]
1852	540	4794	164
1853	[illegible]	[illegible]	[illegible]
1854	1398	17283	[illegible]

TOTAL AMOUNT OF PIPE LAID.

1850—5 Miles, 4,520 feet.
1851—7 " [illegible] "
1852—7 " 2,940 "
1853—13 " [illegible] "
1854—20 " 2,521 "

The gas consumed is furnished by the Chicago Gas Light and Coke Company, whose works have received extensive additions and alterations during the past year, including an immense gasometer, which cost $45,000.

HORSES.

Chicago is probably the best horse market in the Union. Ohio, Kentucky, Indiana and Illinois, the greatest of horse-raising States find this to be the case, and are constantly sending their best stock to this city, sure of good prices for it. An immense country West, North and Northwest, depend upon our stables to supply their wants. Until recently regular books of sale have not been kept by any of our sale stables, and we cannot get the accurate number of horses sold here during the past season. Mr. Eddy, of Eddy's New Horse Market, has furnished us with about the number of his sales during the year.

From January to April, he informs us, his sales averaged five per day; from April to 20th of June, 15 per day; from that date till 1st of October, 21 daily, and 5 per day from October 1st to January 1st, 1855. This would make about 2,4[illegible] horses sold at one stable. What proportion this bears to the whole number, it is difficult to determine accurately. At Parker's and other sale stables, a good number have been sold. At Myrick's & Bull's Head Cattle Yards, a [illegible] number are disposed of.

The Live Stock Market of Chicago, is a very [illegible] article usually sold, is generally active, both for local demand and for shipment by Railroad and Lake. The weekly review of this market, giving actual sales and prices, will always be found reliable in the Tribune.

Merchants, Grocers, &c.

The whole number of wholesale and retail dry goods, hardware, clothing, boot and shoe, and other merchants and grocers found in the Chicago City Directory for 1854. Sixty-six (66) of these firms are [illegible] commission merchants. Through the agency of these, and the seventy-five lumber firms, and thirteen banking establishments, the principal internal commerce of Chicago is conducted.

Churches and Schools.

There is in this city forty-five (45) churches of the following denominations, viz: 7 Roman Catholic, 8 Presbyterian, 6 [illegible] & Congregational, 9 Methodist, 5 Baptist, 3 Lutheran, 2 Jewish, 1 Swedenborgian, 1 Unitarian, and 1 Universalist. Most of these are located on or near Washington-st., and are excellent, and in many instances splendid buildings, costing from a thousand to a hundred and fifty thousand dollars each.

The public schools of the city are six in number, spacious brick edifices, erected at a cost of thirty-seven thousand dollars, ($37,000) which building was cheaper than it is at present. There are some three thousand children constantly in attendance at these schools, taught by upwards of thirty teachers. These teachers are paid from the interest of the township school fund and the incidental expenses of the schools are defrayed by a general tax upon the property of the city. The private schools and seminaries are [illegible] and excellent institutions, and their number is annually increasing. The facilities for acquiring a commercial education, too, are nowhere better than at Bell's Commercial College, in this city.

BANKS AND BROKERS.

The moneyed commerce of Chicago is all principally conducted through the agency of fifteen Banking houses. The names and location of the different Banking firms or associations, who are all Brokers and Dealers in Exchange, are as follows:

*Adams, F. G. 44 Clark street.
*Addit F. M. 35 [illegible]
*Barr Robb (private) 55 Michigan Avenue.
*Burch Isaac H. & Co., Lake cor Clark, Chicago Bank.
Chicago Marine & Fire Ins. Co., 37 Clark St., Marine Bank.
Commercial Exchange Co., cor. Clark & Randolph street, Commercial Bank.
*Davison, McColla & Co. cor Lake and Clark, Bank of Commerce.
*Hoffman, F. A. 58 La Salle.
*Huntington, E. H. & Co., 34 Clark.
*Jones & Patrick, 62 Clark.
*Preston & Co., 45 Clark St.
*Rees M. C. & Co., 43 Clark St.
*Rogers W. B. 55 Clark St.
Sheldon & Co W. Clark, cor. Water.
Smith G. & Co., 41 Clark St., Bank of America.
*Swift R. K. corner La Salle & [illegible]
Tucker H. A. & Co. cor Lake and Clark Sts., Exchange Bank.

[illegible]

RECEIPTS AND SHIPMENTS FOR 1854.

[illegible]

STATEMENT OF THE QUANTITY AND VALUE OF ARTICLES OF MERCHANDISE OF DOMESTIC GROWTH AND MANUFACTURE, EXPORTED FROM CHICAGO, IN THE YEAR ENDING DEC. 31, 1854.

[illegible] which the books of four best Railroads are kept. There is no proper classification of articles. The tables of exports which we give below, have been prepared by order of the United States government, by Captain Kelly, Harbor Master of this port.

[illegible]

GALENA AND CHICAGO UNION RAILROAD.

We give a comparative statement of the Receipts and Shipments of the principal articles by the Galena and Chicago Union Railroad for 1853-54. The statement for 1854 includes the month of December, 1853:

[illegible]

Illinois and Michigan Canal.

General Statement of the principal articles transported upon the Illinois and Michigan Canal, entered at the Collector's Office at Chicago, during the seasons ending the 30th of November, 1853, '54.

[illegible]

RAILROADS.

[illegible]

The growth of Illinois in population, wealth and general improvement, has been most rapid. Commencing the present century with a population of 2,000, the increase was

[illegible]

Illinois Central Railroad.

Wm. H. Osborn, New York, President.
David A. Neal, Salem, Mass., Vice President.
Jno. F. Burch, New York, Secretary.
J. N. Perkins, New York, Treasurer.
W. H. Bissell, Belleville, [illegible] Solicitors.
R. B. Mason, Chicago, Chief Engineer and Superintendent.
J. B. Wyman, Amboy, Assistant Superintendent Northern Division.
George Watson, Centralia, Assistant Superintendent South Division.

[illegible]

CHICAGO AND AURORA—CENTRAL MILITARY TRACT AND PEORIA AND OQUAWKA RAILROADS.

[illegible]

WHAT OUR NEIGHBORS SAY OF M'LANE'S CELEBRATED LIVER PILLS.

[illegible]

COMMERCIAL BY TELEGRAPH.

CHICAGO DAILY TRIBUNE.

PHILHARMONIC CONCERT.

CARL BERGMAN, CONDUCTOR.

BENEFIT HENRY E. LIPPERT, Pianist to the Society.

Metropolitan Hall, TUESDAY EVENING, JAN. 23, 1855.

Tickets, 50 Cents each.

INDIANA BILLS BOUGHT.

UPPER WABASH BANK of IN Cincinnati, Ohio, CINCINNATI, OHIO, 19 Cents on dollar. Apply to

E. A. STOTT, SCROGGY & CO.

TO HOUSE-BUILDERS.

PROPOSALS will be received by the undersigned, at Ottawa, Illinois, for the erection of a Court House at the North end of the North side of the Public Square, in the City of Ottawa, Illinois, and proceeding to the North and South, as follows:

FIFTY-SEVEN AMERICAN SILK.

WE have just received from New York and Philadelphia, a large and well selected assortment of Fancy and Staple Dry Goods, which we will sell at very small advances for cash, or to prompt buyers.

Ottawa, Jan. 15, 1855.

What Next?

A GREAT HARMONY.

A CHANCE

FOR DEALERS IN

Trimming Goods.

NEW PATTERNS.

40,000 DOLLARS!

The Popular Gift Enterprise Association.

BLOOD ENGRAVING GIFTS.

J. BONHAM & CO.,

FLOUR, GRAIN, PROVISIONS, AND PRODUCE GENERALLY.

J. E. MORRISON & CO.,

Real Estate Agents,

ST. CHARLES, ILL.

NEWS DEPOT BRANCH.

DEARBORN ST.

NEW ALBANY AND SILOH RAILROAD.

WINTER ARRANGEMENTS.

J. WILDES MOULTON, ATTORNEY AND COUNSELLOR-AT-LAW.

NEW YORK TEA STORE,

HAYDOCH ST. CHICAGO.

Teas, Coffees, and Spices.

PEREMPTORY SALE.

PEARSON & CO.S'

CITY COLLECTION AND EXCHANGE OFFICE.

COLLECTING AGENCY.

BROKEN BANKS.

C. M. AIKEN,

TRANSPORTATION OF COAL

BASKETS.

F. W. GATES & CO.

AUSTRALIA.

LEGAL NOTICES.

CHANCERY NOTICE.

CHANCERY NOTICE.

CHANCERY NOTICE.

WILLIAM HOLMES,

SCHOOL BOOKS.

JAMES M. LOWIE,
REAL ESTATE BROKER,

DRY GOODS FOR THE MILLION.

ENGLISH GRAMMAR.

ARITHMETIC.

ALGEBRA.

GEOMETRY, MENSURATION AND GEORGIA

CLARK & PICKERING,
REAL ESTATE AGENTS AND

PILLS THAT ARE PILLS!

AYER'S CATHARTIC PILLS.

STAMPED COLLARS
AND SARDS
Ready for Embroidering.
CARL F. W. JUNGE'S
WORSTED STORE,

WORSTED COATS,
READY AND MADE TO ORDER.
CARL W. F. JUNGE'S
THREAD STORE,

NEW RAILROAD MAP.
AMERICAN RAILROAD GUIDE.

IMPORTANT TO THE AFFLICTED.
Discovery of the Tarrant and Longe
CURED BY MEDICAL INHALATION.

A CARD.

THE COSMOPOLITAN
ART ASSOCIATION.

COUNTRY MERCHANTS

FELT AND COMPOSITION
ROOFS!
THE CHEAPEST AND BEST ROOF NOW IN USE.
MANUFACTURED BY
BARRETT, DOW & CO.

ADMINISTRATRIX NOTICE.

FALL AND WINTER STYLES
READY-MADE CLOTHING,
AND
Furnishing Goods.
T. T. WEST & CO.

MANUFACTURERS' AGENCY
For Sale of Goods at Manufacturers' Prices,

IMPORTANT TO MERCHANTS.

REES & KERFOOT,
Real Estate Brokers,

209 FEET
NORTH CLARK STR. 2.

WATER LOT FOR SALE.

FOR SALE CHEAP.

INDIANA MONEY
Taken at Par for
One Hundred Thousand Dollars Worth of
REAL ESTATE.

INDIANA MONEY.

CHEAP LOTS.

FARM AND SUGAR CAN MILL
FOR SALE IN GOOD CO.

A SAFE, SIMPLE AND EFFECTUAL
DRUG CLERK.

2,500 ACRES OF LAND,
ON THE ILLINOIS CENTRAL R. R.

DR. WEAVER'S
CATARRH AND HALT RHEUM SYRUP AND
CURE.

GREAT
EXCITEMENT!!!
—AT—
169 - LAKE STREET. - 169
BANK OPEN
AND
PAYMENTS RESUMED,
ATLANTA BILLS TAKEN AT PAR
STOCK AT AN HONEST MONEY.
The whole stock of Boots and Shoes
DRY GOODS,
Immense Sacrifice.
ASSIGNEE'S SALE,
MUST BE SOLD!

FOR THE LADIES

COUNTRY MERCHANTS

FELT AND COMPOSITION
ROOFS!
THE CHEAPEST AND BEST ROOF NOW IN USE.
MANUFACTURED BY
BARRETT, DOW & CO.

ADMINISTRATRIX NOTICE.

FALL AND WINTER STYLES
READY-MADE CLOTHING,
AND
Furnishing Goods.
T. T. WEST & CO.

MANUFACTURERS' AGENCY
For Sale of Goods at Manufacturers' Prices,

SITUATION WANTED.

BANKS.

COMMERCIAL EXCHANGE COMPANY.
BANKING
AND EXCHANGE OFFICE,

R. K. SWIFT'S
FOREIGN AND DOMESTIC EXCHANGE OFFICE

PERSONAL REQUISITES.
GLENN'S INDIAN OIL.

GLENN'S ROMAN RALTOON.

GLENN'S ARCADIAN HONEY TOOTH

GLENN'S CITRONELLA, ROSE GERANIUM,
HUSK, and other Toilet Waters.

GLENN'S ARCADIAN HONEY & PEARL
POWDERS; also, VEGETABLE ROUGE.

MR. MICHAUX'S PERICLES WASH.

WM. McMILLAN,
DRUGGIST AND APOTHECARY.

TO THE PUBLIC.

WHEELER & WILSON,
MANUFACTURING CO.
SEWING MACHINES.

A CARD.
NEW SOUTHERN ROUTE
OPENED TO THE PUBLIC.
FROM ST. LOUIS TO CAIRO.

PUBLIC NOTICE.

MISCELLANEOUS.

New Coal Firm.

LAKE SUPERIOR.
147 WELLS 147
METROPOLITAN BOOT & SHOE STORE.

BLANK BOOKS.

Premium Trunk
MANUFACTORY.

FURNITURE WAREHOUSE,
No. 199 LAKE STREET.

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